

For Sale.

MacEWEN, FRICKEL & Co.

HAVE RECEIVED FOR SALE,
Ex Recently arrived Mail and
other Steamships.

AMERICAN AND ENGLISH
GROCERIES,
FRESH SUPPLIES RECEIVED BY EVERY
MAIL.

Eastern and Californian CHEESE.
Boneless CODFISH.
Prime HAMS and BACON.
Rusian CAVIARE.
Eagle Brand Condensed MILK.
PEACH and APPLE BUTTER.
PICKLED OX-TONGUES.
Family PIG-PORK in kegs and pieces.
Puffin MACKEREL in 5 lb cans.
Beast IDEAL SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 2 1/2 lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEAT.
Stuffed PEPPERS.
Assorted PICKLES.

MINCEMEAT.
COMB HONEY in Original Frames.
Richardson & Robbin's Celebrated Potted
MEATS.
Richardson & Robbin's Curried OYSTERS.
Lunch TONGUE.
Assorted American SYRUPS, for Sum-
mer Drinks.

McCarthy's Sugar LEMONADE.
CLAM CHOWDER.
CODFISH BALLS.
GREEN TURTLE in 2 1/2 lb cans.

CALIFORNIA
RAKERS
COMPANY'S BISCUITS in 5 lb
tins, and loose.
Alphabetical BIS-
CUITS.
Fancy Sweet Mixed
BISCUITS.
GINGER CAKES.
SODA BISCUITS.
OYSTER BISCUITS.

Cracked WHEAT.
OATMEAL.
HOMINY.
CORNMEAL.
BUCKWHEAT FLOUR.
RYE MEAL.

NEW BOOKS.—
3,000 Numbers "FRANKLIN SQUARE" and
"SEASIDE" LIBRARIES, including
McCarthy's "HISTORY OF OUR OWN
TIMES," "ESPIONAGE," and
other recent Publications,
from 15 cents to 25
cents each.

WILLIAMS' "MIDDLE KINGDOM."
GRIFFIN'S "MIKADO'S EMPIRE."
"PARTISAN LIFE WITH MOSBY."
"WEARING THE GREY."
BARCROFT'S HISTORY OF THE UNITED
STATES.
MOTLEY'S DUTCH REPUBLIC.
JOHN OF BARNWELDT.
UNITED NETHERLANDS.
"THE HARP OF A THOUSAND
STRINGS."

HARPER'S HALF HOUR SERIES.
FRENCH NOVELS.
Medical WORKS.
School BOOKS.
Presentation BOOKS.
WORKS OF REFERENCE.

ALBUMS of Music, with Words.
ALBUMS of Pianoforte Pieces.
Sheet MUSIC.
Photo. ALBUMS, Etc., Etc.

STATIONERY.—
For Ladies, and Office Use.
OFFICE REQUISITES of every description.

SPECIALLY SELECTED
CIGARS.
WINES, SPIRITS, BEER AND
AERATED-WATERS.

CROSS & BLACKWELL'S
and
JOHN MOIR & SON'S
FAMOUS HOUSEHOLD STORES.

TEYSSONNEAU'S DESSERT FRUITS.
SAVOIRY PATE.
GAME PATE.
PORK PATE.
OX PALATES.
HUNG (Hambro) BEEF.
TRIPE.

FRUITS for Ice-cream.
SHERBERT.
COCCATINA.
VAN HOUTEN'S COCOA.
EPH'S COCOA.
ROBINSON'S GELATINE.
Rusian OX-TONGUES.
French PLUMS.
PATE DE FOIE GRAS.
SARDINES.
Ham TONGUE and
Chicken SAUSAGE.

ASPARAGUS.
MACARONI.
VERMICELLI.
SAUSAGES.
MEATS.

SHIPHANDLERY of every Description.
RIGGING and SAIL-MAKING promptly
executed.

Hongkong, May 30, 1881.

Mails.

STEAM FOR
SINGAPORE, TENANG, POINT DE
GALLE, ADEN, SUZ,
PORT SAID, MALTA, GIBRALTAR,
BRINDISI, ANCONA, VENICE,
SOUTHAMPTON, AND LONDON.

ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
KILPATRICK, Captain T. ALBERTSON, with
Her Majesty's Mail, will be despatched
from this for LONDON direct, via SUEZ,
CANAL and usual Ports of Call, on
THURSDAY, the 9th June, at 4 p.m.
Cargo will be received on board until
10 a.m. on the day of departure.
Parcels and Specie (Gold) at the Office
until 10 a.m. on the day of departure.
For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVA-
TION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

A. McIVEL, Superintendent.
Hongkong, May 28, 1881.

THE S.S. TAKANAGI MARU, Capt.
Yoshio, due here on or about the
11th June, will be despatched as above
on SATURDAY, the 11th June, at
Daylight.

Cargo received on board and Parcels at
the Office up to 4 p.m. on day of sailing.
No. 151 of Lading signed under \$2
Freight.
All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.

RATES OF PASSAGE.
To Kobe, 60/-; To Yokohama, 50/-;
To Shanghai, 40/-; To Kobe, 30/-;
To Yokohama, 20/-; To Shanghai, 10/-.

A Reduction is made on RETURN CARIN
Passages.
Cargo and Passengers for Nagasaki
will be transhipped to the Shanghai Mail
Steamer at Kobe.

For further Particulars, apply at the
Company's Office, PRINCE CENTRAL, West
Corner Pottinger Street.

H. J. H. TRIPP,
Agent.
Hongkong, May 30, 1881.

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE S.S. OCEANIC will be despatched
for San Francisco via Yokohama,
on TUESDAY, 14th June, 1881, at 3 p.m.
Connection being made at Yokohama,
with Steamers from Shanghai and Japan
Ports.

Freight will be received on board until
4 p.m. of the 13th June.
All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

A Reduction of 25 % made on all
RETURN PASSAGE ORDERS ISSUED.
Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Office addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the
Company, No. 50, Queen's Road Central.

CHAS. H. HASWELL, JR.,
Agent.
Hongkong, May 30, 1881.

NOTICE.
COMPAGNIE DES MESSEGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES.

Also,
PONDICHERY, MADRAS, CALCUTTA
AND ALL INDIAN PORTS.

ON THURSDAY, the 16th day of June,
1881, at Noon, the Company's S.S.
IRAOUADY, Commandant DUBRE,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 15th of June, 1881. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)
Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, June 2, 1881.

Insurances.

NOTICE.
QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned Agents for the above
Company are prepared to accept Risks
on First Class Godowns at 1 per cent. net
premium per annum.

NORTON & Co.,
Agents.
Hongkong, May 19, 1881.

CHINESE INSURANCE COMPANY
(LIMITED).

NOTICE.
POLICIES GRANTED at current rates
on MARINE RISKS to all parts of
the World. In accordance with the Com-
pany's Articles of Association, Two-thirds
of the Profits are distributed annually to
Contributors, whether Shareholders or not,
in proportion to the net amount of Premi-
um contributed by each, the remaining third
being carried to Reserve Fund.

J. BRADLEE SMITH,
Secretary.
Hongkong, April 6, 1881.

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A.D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.

Policies at current rates, payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1872.

MANCHESTER FIRE INSURANCE
COMPANY OF
MANCHESTER AND LONDON.

ESTABLISHED 1824.
Capital of the Company £1,000,000 Sterling
of which is paid up £100,000
Reserve Fund upwards of £120,000
Annual Income £250,000

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 15, 1868.

THE MAN ON INSURANCE COM-
PANY, LIMITED.

HEAD OFFICE—HONGKONG.
CAPITAL, FULLY SUBSCRIBED, £1,000,000.

Board of Directors.
KOH MOON WAH, Esq., Chairman.
BAN HUP, Esq., LEONG ON, Esq.,
K. YIN KAI, Esq., CHONG PENG, Esq.,
QUAN HOI CHUNG, Esq.,
KWOK YIN KAI, Esq., Manager.

WOO LIN YUEN, Esq., Assist. & Secretary.

THE Company grants POLICIES on
MARINE RISKS to all parts of the
World, payable at any of its AGENCIES.
Contributory Dividends are payable to
all Contributors of Business, whether they
are Shareholders or not.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, March 14, 1881.

YANGTZE INSURANCE
ASSOCIATION.

CAPITAL (Fully Paid-up) £1,200,000
PERMANENT RESERVE £200,000
SPECIAL RESERVE FUND £289,936.17

TOTAL CAPITAL AND AC-
CUMULATIONS, 2nd
April, 1881.

Directors.
F. B. FORBES, Esq., Chairman.
W. M. BOYD, Esq., W. M. MEYER, Esq.,
J. H. PINKVOS, Esq., F. D. HIRSH, Esq.,
Esq.

HEAD OFFICE—SHANGHAI.
Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH:
Messrs BARRING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill.

POLICIES granted on Marine Risks to all
parts of the World.
Subject to a Charge of 12 % for Interest
on Shareholders' Capital, all the PROFITS
of the UNDERWRITING BUSINESS are an-
nually distributed among all Contributors
of Business in proportion to the Premi-
um paid by them.

RUSSELL & Co.,
Agents.
Hongkong, May 20, 1881.

Insurances.

ROYAL INSURANCE COMPANY.
THE Undersigned are now prepared to
grant POLICIES against FIRE on First
Class Godowns at 1 per cent. net
premium.

MELCHERS & Co.,
Agents.
Hongkong, May 9, 1881.

LANCASHIRE INSURANCE
COMPANY.
(FIRE AND LIFE).

CAPITAL—TWO MILLIONS STERLING.
THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein,
on Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.
ESTABLISHED 1860.

CAPITAL, £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £100,000 on any Building, or
on Merchandise in the same, at Current
Rates. RISKS on First Class Godowns
Reduced to 1/2 % net premium per annum
from this date.

GILMAN & Co.,
Agents.
Hongkong, May 10, 1881.

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE.
THE Undersigned are prepared to accept
Risks upon First Class Buildings
and other Contents at 1/2 % net pre-
mium, and other Insurances at Pro-
portionate Rates. Shareholders are reminded
that under Section No. 110 of the Articles
of the Association the General Managers,
with the sanction of the Consulting Com-
mittee, are empowered to discharge all
business on behalf of the Shareholders as
shall have either directly, or through their
agency or intervention, contributed busi-
ness.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Ltd.
Hongkong, May 10, 1881.

Not Responsible for Debts.
Neither the Captain, the Agents, nor
Officers will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

ALEX. NEWTON, British barque, Captain
J. Slocum—Captain.

AMETHEUS, American barque, Captain J.
A. Gardner—Borneo Co., Limited.

ATALANTA, German steamer, Captain
Pfaff—Siemens & Co.

BENALDE, British steamer, Captain J.
W. Buchanan—Gibb, Livingston & Co.

CHRISTINE, British barque, Captain J.
Wildfang—Siemens & Co.

CLARINA B. CARVER, Amer. ship, Capt.
Leroy Dow—Douglas Laprak & Co.

FLOODEN, British barque, Captain A.
Stroud—Geo. R. Stevens & Co.

H. H. MCGILVER, American ship, Capt.
Win. Y. Ford—Order.

JAVA PACKER, British barque, Capt. A.
Hanson—Arnold, Karberg & Co.

LAURA, German barque, Captain P. von
Ehren—Eduard Schellhaus & Co.

LENNON, British steamer, Captain O.
Scott—Jardine, Matheson & Co.

LOCHIEL, British 3-masted schooner, Capt.
D. S. Ewan—Siemens & Co.

LOUISA, Germ. 3-masted schooner, Capt.
N. Schierholz—Eduard Schellhaus & Co.

MINERVA, German brig, Captain E.
Duhme—Melchers & Co.

OXFORDSHIRE, British steamer, Captain
C. P. Jones—Russell & Co.

PLYMOUTH, German barque, Captain
Schroder—Arnold, Karberg & Co.

ROSE M., British barque, Captain D.
Black—Eduard Schellhaus & Co.

SOLIDE, French barque, Captain L.
Rouiller—Carlowitz & Co.

ST. VINCENT, British barque, Capt. Robt.
Thompson—Melchers & Co.

WELLS, German steamer, Captain J. B.
Massmann—Wieler & Co.

WOODVILLE, British barque, Capt. Lewis
Rodd—Arnold Karberg & Co.

WYOLFE, British steamer, Captain Paul
Bernier—Borneo Company, Limited.

XENIA, American barque, Captain N. E.
Reynolds—Rozario & Co.

To-day's Advertisements.

FOR SHANGHAI.
(Taking Cargo & Passengers at through rates
for ORE, IRON, STEEL, NEW
CHANG, HANKOW and other
ports on the YANGTZE.)
The Steamship
"Moray"
Captain M. J. BUTCHER,
above on SATURDAY, the 11th Instant, at
3 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Hongkong, June 7, 1881.

NOTICE.
MR. FRANCIS GASS is hereby autho-
rized to Sign our Firm by Procura-
tion on and after this Date.
ELLES & Co.
Amoy, 1st June 1881.

To-day's Advertisements.

PUBLIC AUCTION.
THE Undersigned has received instruc-
tions to Sell by Public Auction,
TO-MORROW,
the 8th June, at Noon, at the Godowns of
J. PEARBHOY, Esq., No. 64, Wellington
Street,
56 BALES BOMBAY COTTON YARN,
400 lbs each,
Ex Steamship "Arco"
For account of the concerned.
(More or less damaged by sea water).
TERMS OF SALE.—Cash before delivery in
Mexican Dollars weighed at 7.1.7. All Lots
with all faults and errors of description, to
be at Purchaser's risk on the fall of the
hammer.

H. N. MODY,
Auctioneer.
Hongkong, June 7, 1881.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
"Anchises,"
Captain C. JACKSON, will
be despatched TO-MOR-
ROW, the 8th Instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 7, 1881.

UNION LINE.
FOR NEW YORK VIA AMOY.
The Steamship
"Oxfordshire,"
Captain JONES, will
leave here for the above Port,
and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,
Agents.
Hongkong, June 7, 1881.

SHIPPING.

ARRIVALS.
June 6, Toy Watt, Siamese barque, 640,
Bangkok, Bangkok April 30, Rice.
June 6, 10 p.m., Bendair, British steamer,
1330, J. W. Buchanan, Saigon June 3,
3 a.m., Rice—Gibb, Livingston & Co.
June 7, Oxfordshire, British steamer, 998,
O. P. Jones, Saigon June 2, Rice.
June 7, Kibao, British steamer, 1506,
T. J. Alderton, Shanghai June 4, Mails
and General.—P. & O. S. N. Co.
June 7, Caribbrooke, British steamer, 960,
Wharton, Amoy June 4, via Swatow, Gen-
eral.—Bun Hin Chai.
June 7, Lorne, British steamer, 1034,
McKeechin, Saigon June 3, General.—Bun
Hin Chan.
June 7, Nancow, British steamer, 892,
Westoby, Foochow June 3, Amoy, and
Swatow 6, General.—Douglas Laprak &
Co.
June 7, 3.30 p.m., Anchises, British steamer,
1304, Charles Jackson, Amoy June 6, 10.30
a.m., General.—BUTTERFIELD & SWIRE.
June 7, Young Siam, Siamese ship, 741,
T. Gornard, Bangkok May 18, Rice.
YUN FAT HONG.

DEPARTURES.
June 7, Jason, for Yokohama.
June 7, Nestor, for Amoy and Shanghai.
June 7, Hungarian, for Foochow.
June 7, Illis, German gunboat, for Amoy.

CLEARED.
Wells, for Hoihow, etc.
Venice, for Yokohama.
Senator, for Yokohama.

Quonset, for Hoihow, etc.
Hayes, for New York.
Wells, for Saigon.
Norden, for Newchwang.

PASSENGERS.
ARRIVED.
For Kibao, from Shanghai: for Hong-
kong, Messrs F. Ezekiel, W. Quincey, and
21 Chinese; for Galle, Mr. C. R. Hole;
for Amoy, Mr. D. Coates.
For Oxfordshire, from Saigon, 20 Chinese.
For Caribbrooke, from Amoy via Swatow,
523 Chinese.
For Namoa, from Coast Ports, 4 Euro-
pean (deck), and 200 Chinese.
For Anchises, from Amoy, 149 Chinese.
For Young Siam, from Bangkok, 4 Chi-
nese.

DEPARTED.
For Hungarian, for Foochow, Mrs. Wise.
For Nestor, for Amoy and Shanghai, 2
Europeans, and 150 Chinese.

TO DEPART.
For Quonset, for Hoihow, etc., 35 Chi-
nese.
For Norden, for Newchwang, 1 Chinese.
For Wells, for Saigon, 12 Chinese.

SHIPPING REPORTS.
The British steamer Bendair reports:
Left Saigon at 3 a.m. on Friday, the 3rd
inst., first part of passage light variable
and calm; latter part light N.E. wind
with much rain.
The British steamer Oxfordshire reports:
Experienced dull cloudy weather with heavy
rains throughout on 4th, 5th, and 6th S.W.
winds, fresh wind N.E. to East. June 6th,
at 7 p.m., spoke British gunboat in search
of missing boat of S. S. Elgin.
The British steamer Caribbrooke reports:
Moderate East wind and cloudy weather
with rain.
The British steamer Namoa reports:
Left Foochow on 3rd; and experienced
moderate winds and cloudy weather; left
Amoy on 4th, and experienced variable
winds with dull rainy weather; left Swatow
on 6th, and had moderate winds and fine
weather to port. In Foochow: H. M. S.
Miles, S. S. Glenagla, Galley of Lorne,
Pekki, Hae-san, Kilmear, and Mennair,
Faded the Boves in the river bound in.
In Amoy: S. S. Anchises, Folken, Ferntower,
Craiglands and Lord of the Isles. S. S.
Chepo and Co.'s steamer left same day.
In Swatow: S. S. Ash, Hoihow, Canton,
Swatow, and Hui Yuen. S. S. Carib-
brooke and Co.'s steamer left same day.

The British steamer Anchises reports:
Fresh breeze and rainy weather.

POST OFFICE NOTICES.
MAILS will close:—
For STRAITS SETTLEMENTS, AND
LONDON,
Per Amoy, at 11.30 a.m. To-morrow,
the 8th inst.

For MANILA.
Per Churrua, at 11.30 a.m. To-morrow,
the 8th inst., instead of as previously
notified.

For BANGKOK.
Per Danube, at 11.30 a.m., on Wednes-
day, the 8th inst., instead of as pre-
viously notified.

POST OFFICE NOTICES.

MAILS will close:—
For SWATOW AND AMOY.
Per Lorne, at 1.30 p.m. To-morrow, the
8th inst.

For STRAITS SETTLEMENTS.
Per Caribbrooke, at 1.30 p.m. To-morrow,
the 8th inst.

For MANILA.
Per Danube, at 3.30 p.m., on Wednes-
day, the 8th inst.

For STRAITS AND CALOUTTA.
Per Lorne, at 4.30 p.m., on Thursday,
the 9th inst., instead of as previously
notified.

For STRAITS AND BOMBAY.
Per Amoy, at 5 p.m., on Thursday, the
9th inst., instead of as previously not-
ified.

For SWATOW, AMOY, & FOOCHOW.
Per Namoa, at 11.30 a.m., on Friday,
the 10th inst.

For SAIGON.
Per Danube, at 4.30 p.m., on Friday, the
10th inst.

For KOBE AND YOKOHAMA.
Per Takasago Maru, at 5 p.m., on Fri-
day, the 10th June.

For NAGASAKI AND YOKOHAMA.
Per Malacca, at 5 p.m., on Friday, the
10th June.

For SHANGHAI.
Per Moray, at 2.30 p.m., on Saturday,
the 11th inst.

Messrs McGregor, Gow & Co.'s steamer *Glencoe*, Captain Gulland, arrived at Singapore at 6 p.m. on Tuesday last (31st), and proceeded on her voyage at 4.45 a.m. the following day. She left the Red Buoy on the 24th May at 0.30 p.m. and thus accomplished the distance in 7 days 6 hours. Last year she accomplished the same distance in exactly seven days. On that occasion, she left the Red Buoy on the 23rd May, at 9.30 p.m., and arrived at Singapore on the 30th at 9.30 p.m.

A CORRESPONDENT draws our attention to a slip in our last night's paper, in the report of the loss of the *Elgin*, which tends to put the matter of the conduct of the Naval authorities in a darker light than we intended. What was written was "that the *Lepanto* was only despatched four or five days after it was known that there was a helpless boat's crew outside." What it would have been more correct to have written was that vessel only proceeded on her errand finally on Monday morning, although it was known by Saturday morning that one of the boats belonging to *Elgin* was reported missing, and there was every reason to believe as far back as Thursday last that there was grave cause for alarm being entertained as to the safety of the *Elgin*. The agents here, Messrs Jardine, Matheson & Co., only knew definitely on Saturday afternoon that the *Elgin* was lost, that part of the crew were on board the *Lepanto*, and that a boat had by that vessel been reported as missing to the *Nesher*, which was asked to look out for the boat, and did so, but saw nothing of her on her voyage up. The agents informed the Commodore in the course of the day, and the *Lepanto* went out at 10.30 next morning, returning to get Chief Officer Ross's report as to the course which was being pursued by the missing boat; she left again at daylight next morning. We should be sorry to cause any misapprehension or to be taken as reflecting without just cause on the Naval authorities or any other. We have, therefore, thought it right to put the matter correctly as above.

A MEETING of the Justices was convened for this morning at the Magistracy to consider an application from Mr. F. A. C. Hahn for a license for certain premises at Tsim-sha-ti, British Kowloon, on Garden Lot No. 35, rented of Mr. Peter Smith. There were present at the hour for which the meeting was called, Mr. H. E. Woodhouse, President; Hon. M. S. Tommochy, Mr. J. J. Francis, and Captain Deane. The President pointed out that the ten days' notice required by the Ordinance had not been given by the applicant, whose application was made on the 28th inst., and was marked as having been received on the 30th. In reply to the Court, Mr. Parker stated that it had been really received on the 28th, and marked on the 30th by mistake. The Court, however, held that the application was not properly before them, and that it would have to be made on the 28th inst. on the first Tuesday of July. Some informal conversation then ensued as to the application, in the course of which Mr. Tommochy pointed out that the premises were insufficiently described, and suggested that the rules of the court should be inserted in an amended application. In reply to a question from the Captain Superintendent of Police, Mr. Hahn said it was his intention to reside on the premises. A plan and an elaborate and beautiful model of the premises for which the license was asked, together with the adjacent grounds, were laid on the table in explanation of Mr. Hahn's intentions with regard to the establishment of extensive pleasure gardens at Kowloon.

RETURN of Visitors to the City Hall Museum for the week ending June 6th—

| | European | Chinese |
|-------------|----------|---------|
| Monday | 37 | 353 |
| Tuesday | 32 | 512 |
| Wednesday | 32 | 457 |
| Thursday | 23 | 337 |
| Friday | 13 | 346 |
| Saturday | — | — |
| Sunday | — | — |
| Totals | 145 | 2,061 |
| Grand total | 2,206 | — |

The following items from the *L. & C. Ec.* press of April 29th have been unavoidably held over until now—

A despatch from Madrid announces that the late Duke of Seville has been succeeded by his son, who has accepted the Spanish throne, and has been crowned at Madrid. The Protectorate and requested existing treaties with Spain. He had also undertaken to punish any rebellion against Spanish predominance. The German Minister at Madrid had a long conference on the 27th inst. with the Spanish Minister for Foreign Affairs, in reference to the Seville Islands.

Mr. J. W. Pease's resolution on the Opium Trade had to be postponed in consequence of the debate concerning Mr. Bradlaugh's claim respecting the taking up all the available time. The same member, however, placed a motion on the notice paper for this evening, and Mr. Onslow has given notice that he will move an amendment. Mr. Pease has also a question on the paper as to the Opium Traffic and the Opium Convention.

Captain J. Millbank reports, under date St. Helena, 28th ult., that the whole of the cargo of the *Olydisdale*, from Hongkong for London, is discharged and properly warehoused. Some damaged sugar and matted cotton have been sold. The vessel is reported as totally unfit to proceed on her voyage, and is ordered to be sold without delay. The cargo will be forwarded as speedily as possible.

From (S.), from China, for London, has put into harbor with disarrangement to ship. The *British Star*, tug, left Liverpool on the 25th inst. for tow her to London.

The *Cora*, which arrived at New York on the 15th inst., from Hongkong, reports:—From March 9, lat. 22, long. 66, had a continuation of heavy gales, the *Cora* to N.W. to N.W. by, was twice to the north of Hatteras, lat. 37, and was driven back across the Gulf to lat. 33, long. 73, had five heavy gales one after another within ten days, blowing at times with hurricane force, blowing ship nearly over on her beam ends. Often passed pieces of wreck, and twice during the night struck wreck-wood, tearing metal from ship's bow.

An accident has occurred to one of the stoves of the Chinese Legation in Paris. Jumping out of its carriage to speak to a friend on the Place Vendôme, he was knocked down by another vehicle and run over, sustaining a dangerous injury in the chest.

A memorial from colonial merchants and others has been presented to Mr. Gladstone against the doubling of the countervailing duties on colonial raw.

Latest Mail Advertisements:—Yokohama (via San Francisco) March 17, Hongkong March 21, P. and O. mail, with the *Admiral* dated for new from China and the Straits Settlements, was delivered, via Brindisi, on the 25th inst., one day in advance of its due date. The *Admiral* from Japan, via San Francisco, was also received on the 25th inst. The next morning mail was landed at Naples from the Messageries Maritimes steamer *Savigne*, yesterday, and will reach London to-morrow evening, two days early.

SAYS the *Hugo News*,—Seemingly Mr. Lawson has little reason to feel gratified with the result of his proceedings against Mr. Labouchere, as has the gentleman who signed the petition for his arrest. Concerning his expulsion from the Hongkong Club, with his campaign before Sir John Smale and Mr. Justice Snowden. The London correspondent of a contemporary remarks that "whether Mr. Lawson will be a help or a hindrance to the cause of the *Elgin* is not yet decided. The fact of seven of the jury going for conviction is only poor consolation, especially when in the absence of a verdict of guilty the whole of the costs falls upon Mr. Lawson. From first to last these are estimated to amount to £10,000."

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before the Hon. Francis Snowden, Acting Chief Justice.)

Tuesday, June 7.

Wen Mei Yu v. Thomson.—This is a case to recover damages for short delivery of a cargo consisting of sugar, which the plaintiff says was caused by the negligence of the crew of the vessel as agent of the owner.

The Attorney General, instructed by Messrs Sharp, Toller, and Johnson, appears for the plaintiff; and Mr. Haylar, instructed by Messrs Brereton and Wotton, for the defendant.

A special Jury consisting of the following gentlemen was impaneled:—Messrs A. P. McEwen, John Thorburn, F. D. Sassoon, G. R. Alford, D. R. P. Crawford, L. Lyall, and Archibald MacClymont.

The Attorney General said the plaintiff in this case was Wen Mei Yu, a merchant in business at Amoy, but now resident in Hongkong, and the defendants were Mr. Thomson, master, and Mr. William Cornaby, owner of the German barque *Augusta*. The action was brought to recover damages for the defendants for a breach of contract in relation to the cargo of September, by which the defendant Cornaby as owner, undertook to safely convey a cargo to be put on board by the plaintiff, and deliver it according to the bills of lading. The cargo was put on board a few days later than the date of the charter party were that the vessel should proceed from Amoy to Tientsin, and should there deliver said goods according to the bill of lading, the cargo having to be taken on board the ship at the charterer's risk and expense. Provision was made in the charter party that the cargo should be loaded on board a supercargo, and the remuneration for these services was a lump sum of \$3,350, payable in cash before delivery of cargo, and the vessel was to have an absolute lien on the cargo for freight, dead freight, and demurrage. These were the terms of the charter party, and in pursuance of that arrangement the cargo was put on board. The charterers exercised their right of sub-letting any portion of the vessel. The total amount of cargo taken on board was 4,583 packages, of which 3,280 were put on board by the charterer himself under bills of lading, and the remaining 1,303 packages were put on board by those to whom he had sub-let a portion of the vessel. The ship sailed on the 14th of October, the whole of the cargo having been loaded, and shortly after, on the 15th, the vessel was driven into Hongkong. He should mention that the charterer had engaged a person as supercargo. But the master of the ship, not wishing perhaps to lose the fair wind, sailed without him. He should tell them that there had been employed in the ship a sailor who would be called as a witness, and who was able to speak both Chinese and English, and who was to act as interpreter for the supercargo. It would appear from the evidence he would place before them that the master of the ship had assumed to treat this sailor who was nothing more than an interpreter to the supercargo as supercargo, and had endeavored in one or two cases to fix him with the responsibility of supercargo on behalf of the charterer. When the ship had put into Hongkong, the cargo was landed and placed in some of the godowns belonging to Mr. Meyer. The whole of the loading of the cargo was a proceeding taken by the master, and taken by the master within the limits of the powers he possessed. He did not say he was wrong in landing the cargo, but he could prove that what he did he did on his own responsibility. He had made some show of consulting this interpreter, and it might be that it would be put forward on behalf of the defendants that he was in reality supercargo, and did himself assume to what was done when the cargo was landed here. His case was that the master did this on his own responsibility. The ship was a long time in getting into dock, and the charterer said it would be an easy thing to complete the voyage in that ship, and that it would be better for every one to take delivery of it. Accordingly by agreement, which was endorsed by the charter party, they took delivery of the

goods here instead of Tientsin. On looking at the goods in the godowns the charterer was satisfied that a good deal of damage had been done to them. Two surveyors, Mr. Ede and Capt. Burnie, were engaged on behalf of the shipowner to examine the goods and say what the worth of the cargo would be, and how he ought to deal with it. The report dealt with the sugar portion of the cargo. The amount of sugar shipped at Amoy was 208 packages of white sugar, 2104 brown sugar, and 1784 of sugar candy. When the surveyors looked over the sugar they found that there remained only 139 packages white sugar, 1222 of brown sugar, and 1232 of sugar candy. After paying to other consignees the full amount of the cargo they shipped under their bills of lading, there remained only 100 packages of white sugar instead of 113, 1027 of brown sugar instead of 1929, and 888 bags of sugar candy instead of 1090. And it was for the loss on the short delivery that the action was brought, the damage amounting to somewhere about \$7000. A considerable amount of the remaining sugar was damaged by sea water, and it was necessary to separate the damaged sugar, and repack the good sugar. A large number of the baskets were empty, and the loss in these cases was not due to sea water but to some other cause. He apprehended that if he made out the facts and figures he had mentioned the only point at issue between the plaintiff and the defendant would be whether or not the damage to the goods, whether lost or missing, was damage that came under the charter party and the bills of lading or whether it was damage of another kind. It was for the loss on the short delivery that the action was brought, the damage amounting to somewhere about \$7000. A considerable amount of the remaining sugar was damaged by sea water, and it was necessary to separate the damaged sugar, and repack the good sugar. 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Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries on China and Japan*, has induced the publisher of this journal to issue a publication similar in object and style, but slightly modified in certain details.

THE *China Review*, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 active pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number.

Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are acceptable. Endeavours are made to present a résumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which, though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1875, is at hand. It says that forty-two essays were sent in response to the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of *Notes and Queries on China and Japan*, the extinction of which would entail a year or two ago has been much regretted in Europe as well as in China.

The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are ever ready to represent in the first number of the *Review* by papers highly creditable to their respective authors. In a paper on Dr. Legge's *Shi King*, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connection with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freedom of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-po, by Mr. E. C. Bowring, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at *Four Dollars* per annum, delivered in Hongkong, or *Seven Dollars Fifty Cents* including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom it is destined to find its guarantors and securities necessary to place it on a business and social footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Malacca, and other places frequented by the Chinese, consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains editorialials with Local Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN,

China Mail Office.

FREDERIC ALGAR,

COLONIAL NEWSPAPER & COMMISSION AGENT,

11, Clement's Lane, Lombard Street, LONDON.

THE Colonial Press supplied with Newspapers, Books, Types, Ink, Presses, Papers, Correspondence, Letters, and any European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Visitors' Column.

We have instituted as an experiment a VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8,000 volumes) and Museum.—Free.

Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's throw.

Lusitimo Club and Library, Shelley Street.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.

Masonic Hall, Zealand Street.

Victoria Recreation Club—Bath-house and Boat-house, &c.—Praya, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments, lie to the eastward, and cover a large area.

Stores, Books, &c.

General Outfitter, Hosier, Tailor, &c.—T. N. Daiscott, 43 and 47, Queen's Road, by special appointment to H.E. the Governor.

Chronometers, Watches, Jewellery, Maps and Charts.—G. FALCONER & CO., Queen's Road Central.

American and English Stores, Books, and specially selected Cigars.—MAC-EWEN, FRICKEL & CO.

Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BEARERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pallassey Boats.

Half hour, ... 10 cts. Hour, ... 20 cts. Three hours, ... 60 cts. Six hours, ... 70 cts. Day (from 6 to 6), One Dollar.

To VICTORIA PEAK. Single Trip.

Four Coolies, ... \$1.00 Three Coolies,85 Two Coolies,70

Return (direct or by Pok-fo-tum).

Four Coolies, ... \$1.50 Three Coolies, ... 1.20 Two Coolies, ... 1.00

To VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT). Single Trip.

Four Coolies, ... \$0.60 Three Coolies,50 Two Coolies,40

Return (direct or by Pok-fo-tum).

Four Coolies, ... \$1.00 Three Coolies,85 Two Coolies,70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak, ... \$0.75 each Coolie. (12 hours) Gap, ... \$0.60 each Coolie.

Licensed Bearers (each).

Hour, ... 10 cents. Half day, ... 35 cents. Day, ... 50 cents.

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900 tons, per Day, ... \$5.00

2nd Class Cargo Boat of 8 or 900 tons, per Day, ... 3.00

3rd Class Cargo Boat of 8 or 900 tons, per Day, ... 2.50

4th Class Cargo Boat of 8 or 900 tons, per Day, ... 1.75

5th Class Cargo Boat of 8 or 900 tons, per Day, ... 1.50

6th Class Cargo Boat of 8 or 900 tons, per Day, ... 1.00

7th Class Cargo Boat of 8 or 900 tons, per Day,60

or Pullaway Boat, per Day, ... \$1.00

One Hour,50 Half an Hour,30

Nothing in this Scale prevents private agreements.

PRIVATE COOLIES.

Scale of Hire for Private Coolies.

Half Day, ... 20 cents. Three Hours, ... 12 cents. One Hour, ... 5 cents. Half Hour, ... 3 cents.

Nothing in the above Scale to affect private agreements.

Hongkong Rates of Postage.

(Revised December 1st, 1880.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets or papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

N.B. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, the Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route.

Letters, 10 cents per 1/2 oz. Post Cards, 8 cents each. Registration, 10 cents.

Newspapers, 2 cents each. Books, Patterns, &c. 2 cents per 2 oz. Comm. Papers, 5 cents.

There is no charge on redrafted correspondence within the Postal Union.

Postage to Non-Union Countries.

Hawaiian Kingdom.—Letters, 10 cents per 1/2 oz. Registration, 10 cents. Newspapers, 2 cents each. Books & Patterns, 5 cents.

West Indies (Non Union), Bolivia, Costa Rica, Guatemala, New Granada, Nicaragua, Panama, Paraguay, &c. Letters, 30 cents. Registration, 10 cents. Newspapers, 5 cents. Books & Patterns, 5 cents.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Cape, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, and Ascension, via Aden, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 5.

* A small extra charge is made on delivery.

* There is Registration to British W. India Islands, 10 cents.

* Registration via San Francisco, 10 cents.

* Cannot be sent via San Francisco.

LOCAL POSTAGE.

Between Hongkong, Canton, Amoy, Swatow, &c., in either direction, in either of the following two (through) rates: Hongkong, Canton, Amoy, Swatow, &c., and the Philippines (Canton) and the Philippines (Amoy).

Letters, 10 cents per 1/2 oz. Registration, 10 cents. Newspapers, 2 cents each. Books & Patterns, 5 cents.

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Postage to Non-Union Countries.

Hawaiian Kingdom.—Letters, 10 cents per 1/2 oz. Registration, 10 cents. Newspapers, 2 cents each. Books & Patterns, 5 cents.

West Indies (Non Union), Bolivia, Costa Rica, Guatemala, New Granada, Nicaragua, Panama, Paraguay, &c. Letters, 30 cents. Registration, 10 cents. Newspapers, 5 cents. Books & Patterns, 5 cents.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Cape, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Local Parcel Post.

1. Small Parcels may be sent by Post between any of the Post Offices in China or Japan, as well as to Macao, Peking, Singapore, Penang, and Malacca. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5 lbs. The postage is 50 cents per lb., which includes Registration, but any parcel may be opened by direction of the Postmaster General.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as handboxes, &c.) Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or other dangerous or likely to become offensive or injurious in transit.

3. Parcels will be a general rule be forwarded by Private Ship, not by Contract Mail Packet. The Post Office reserves the right of selecting the opportunity for transmission, and of delaying delivery in case the number of parcels is such as to restrict other correspondence. No responsibility is accepted with regard to any parcel, but the system of Registration will secure the sender against any but a very remote probability of loss.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

It is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or not, is to be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers to British Office, 5 lbs.; to the Continent, &c., 4 lbs. Patterns to British Office, 5 lbs. If without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Letter.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately after the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any of the employees of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsewn bound books, &c., which reach their destination, although in a broken or deteriorated condition.

MONEY ORDER REGULATIONS.

1. Money Orders are exchanged with the United Kingdom, New South Wales, Queensland, South Australia and Port Darwin, the Straits Settlements, Western Australia, and (except at Shanghai) with the Japanese Empire. Hongkong also issues orders on Shanghai, and vice versa.

2. Small sums may be remitted between the other Ports by means of Postage Stamps, subject to a charge of one per cent. for cashing them.

3. Many Money Orders are supplied to residents in the smaller Ports in this way. An application for an order* is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount in stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Cash should be taken to send these applications in time, as the Money Order Offices close some hours before the departure of the mails.

4. No order must exceed £10, or \$50, or include any fraction of a penny, nor will more than two such orders be issued to the same person, in favour of the same payee, the same sum, or the same order will be drawn at the current rate of the day and paid at the rate of the day when the order is received.

The commission is as follows:—

Orders on the United Kingdom. Up to £20, ... 18 cents. " 20 to £50, ... 36 " " 50 to £100, ... 54 " " 100 to £200, ... 72 "

Local and Intercolonial Orders. Up to £25 or \$50, ... 25 cents. " 25 to £50 or \$50, ... 50 "

5. Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong and Shanghai.

6. Names must be given in full (except when there is more than 20 Chinese characters) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7. No order can be paid till the Payee has signed it in the proper place. An order can be transferred to another office on payment of an additional commission in case of loss of an order, necessity for stopping payment, or the like, application should be made to the nearest Money Order Office for instructions.